

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813-3065 / TELEPHONE 547-7000

January 14, 2009

Mr. Ted Matley
FTA Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105

Subject: Honolulu High-Capacity Transit Corridor Project

Dear Mr. Matley:

I would like to take this time to thank you and the Federal Transit Administration (FTA) on behalf of the citizens of the City and County of Honolulu for your expertise and diligent oversight of the Honolulu High-Capacity Corridor Project (Rail Project). Your oversight of the development of our Rail Project will assure our citizens that they will be rewarded with a rapid transit system that is fiscally sound, and will meet the needs of the communities now...and in the future...without undue burden given the current economic times, and risks associated with the development of systems of this complexity.

I would also like to convey to you my complete support for a rapid transit system for the City and County of Honolulu that will meet the needs of our citizens...being affordable, beneficial and with less financial risk associated with its development, construction and continued operations and maintenance.

In regards to my support, I have been intimately involved in the Rail Project since its inception with a keen interest in making sure that we follow through with meeting the aforementioned needs (tenets) of our citizens...again, being affordable, beneficial and with mitigated financial risk.

In my review of the Draft Environmental Statement (DEIS), I have several concerns in our ability to meet these tenets and the resulting financial burden that will be placed on our taxpayers. I have voiced my concerns through various means including several editorials (see attachments A, B and C) for your review. And through this letter, I would like to personally bring these concerns to your attention in your oversight capacity. In the end, my concerns can be summarized as fiscal in assuring that the citizens are not burdened with an unaffordable rapid transit system. These concerns are as follows:

1. General Excise Tax (GET) levels are down and would be expected to decline further due to the current economic situation we are experiencing on a global basis. In particular:

- GET collection over the first 20 months was \$246 million. If averaged over 15 years...the total would be about \$2.2 billion, which falls short of the overly-optimistic \$4.1 billion in GET surcharge revenues estimated for in the Draft Environmental Impact Statement (DEIS)
- According to the Presidents Budget for FY2007, stated in the Annual Report of New Starts Proposed Allocation of Funds for Fiscal Year 2007, there are 21 other transportation projects ahead of Honolulu's Rail Transit Project that have applied for Full Funding Grant Agreements (FFGA).

A failure in adequate funding would leave a heavy financial burden on the citizens of the City and County of Honolulu which would only result in additional taxes either through extensions and/or increases in the GET; increase in property taxes; and additional costs incurred through the issuance of bonds to fund the development of the Rail Project.

2. The proposed change from the Salt Lake Boulevard alignment to the Airport alignment appears unjustified and impractical in terms of benefit and costs. For instance:
 - Costs for the airport alignment are reported to add \$220 million more to the total price of the Rail Project, with an additional \$75 million to double-deck the platform and guideway at the Lagoon Drive Station. This is above the much more practical and affordable Salt Lake Boulevard route.
 - The 20-mile long Minimum Operable Segment (MOS) from East Kapolei to Ala Moana Center via Salt Lake Boulevard was approved by the Honolulu City Council in February 2007. Two days after the rail ballot initiative was approved in the November 2008 General Election, a move to switch the route from Salt Lake Boulevard to the airport was proposed, leaving a bitter taste in the mouths of those who voted for rail believing the line would run through Salt Lake Boulevard.
 - The proposed airport rail station appears to be too far from the passenger terminal, making it difficult, if not impractical, for visitors to use—especially with no connection into Waikiki.
 - The costs for operation and maintenance of the airport alignment over the Salt Lake Boulevard alignment would be higher and pose an additional burden to the taxpayers, especially if the first segment is built from East Kapolei to Waipahu.

The change to the Airport alignment from the Salt Lake Boulevard alignment for the near-term does not appear to be fiscally prudent, nor does it provide the benefit to the community and citizens.

3. The Draft EIS lists the airport alignment's daily ridership as 95,310, compared to a ridership of 87,570 by 2030 for Salt Lake Boulevard. The Salt Lake community questions this disparity, particularly since the DEIS does not explain how these numbers were determined.

I am submitting a copy of testimony from Ron Tober, chair of the technology selection panel (*see attachment D*), in response to a series of questions during a recent committee meeting. Based on his comments and expertise, the Salt Lake community and myself further

researched both the airport and Salt Lake Boulevard alignments. Here are several of our findings that question the validity of the airport alignment's 95,310 ridership count:

- Independent research conducted by a member of the Salt Lake Neighborhood Board shows several apparent inconsistencies in the Draft EIS. (*see attachment E*)
- There are about 7 million annual visitors to Hawaii. Seventy-one percent of those passengers go through the Honolulu International Airport, with the remaining 29 percent going to the neighboring islands.
- Asian visitors total approximately 2 million per annum, with the majority being Japanese. They arrive early in the morning and take buses to the hotels as part of the tour package. Check-in times are usually mid- to late-afternoons.
- Of the 21 major cities that launched rail systems since the 1970's, only 7 were connected to the airport (*see attachment F*). Most of the links to airports were built after the rail systems were launched. This is why the airport spur should be built later or concurrently with a spur into Waikiki.
- There are approximately 12,500 civilian employees with free base parking at Hickam and Pearl Harbor combined. Most military personnel either live on, or near, the bases...with very short commute times to their workplace.
- About 727 state and 15,000 private sector employees are at the airport. There are over 7,000 parking stalls at the airport, including the new 1,800 stall parking structure for employees and locals to use.
- Oahu has a population of approximately 900,000 residents, of which 60,000 – 70,000 residents currently live along a 4-mile stretch of Salt Lake Boulevard. These residents represent a solid ridership base and can generate more revenues and therefore less taxpayer subsidy for operation and maintenance costs.
- In comparison, when the Minimum Operable Segment (MOS) is completed and operational by 2018, the airport route's daily ridership estimate of 95,310 and transit-oriented development (TOD) opportunities will not be fully realized until 2030, as projected in the DEIS.
- The Salt Lake Boulevard alignment, with two proposed passenger stations, compared to four for the airport route, meets the Cost Effectiveness Index (CEI). A third station in Mapunapuna, with a 150 acres and one owner, would further increase Salt Lake Boulevard's CEI and ridership level (*see attachment G*).

In comparison, San Francisco International Airport (SFO) has over 34,000 workers, 6 million residents in Bay Area alone and approximately 16 million annual visitors, yet SFO has had difficulty in reaching projected daily ridership of 17,800 on the BART airport extension. Ridership levels are nowhere near what BART officials had hoped and the route is losing money.

The above concerns strictly address the need for fiscal accountability, especially in light of the current economic times we are experiencing...globally, and the impact that this will have on Hawaii's taxpayers. It is important that we take care of our citizens first in providing them the most affordable and beneficial rail transit system.


In view of the aforementioned statements and on behalf of the citizens of the City & County of Honolulu, I request that the FTA, given its oversight and responsibilities in the development of this rapid transit system, conduct a separate ridership analysis independent of the current ridership analysis to validate whether the Airport alignment or the Salt Lake Boulevard alignment should be preferred. Further, the community firmly believes that beginning the project in East Kapolei does not make sense since it will do little to relieve traffic gridlock. To ensure greater ridership and reduce traffic, the first segment should instead begin in Downtown and proceed towards Kapolei. Therefore, this analysis should also address the stationing and proposed sequencing of the work.

I would also request that the FTA look at the delivery approach proposed in segmenting the work, and consider the use of a "Master Contractor" with the experience and capability to undertake the responsibility in accepting in large part the risk associated with the integration of the rapid transit system components. And not allow the City and County of Honolulu and our taxpayers to deal with this risk.

On behalf of taxpayers who will be paying for this project, as well as the many others in the community who voted in favor of rail in the November 2008 election believing that it would pass along Salt Lake Boulevard, thank you for your consideration of the above requests. I look forward to your favorable response to these requests so that our taxpayers can be assured that this project is proceeding in a fiscally-prudent and cost-effective manner.

Please give this matter your immediate attention since it appears a resolution to change the alignment from Salt Lake Boulevard to the airport is pending before the City Council, which will make a final decision on January 28, 2009.

Sincerely,



Romy M. Cachola
Councilmember
District VII

cc: Wayne Yoshioka, Department of Transportation, City and County of Honolulu
Leslie Rogers, Regions Administrator, Region IX, Federal Transit Administration

attachments



Attachment A

PRINT THIS

Another View

Salt Lake a better choice than airport for rail route

By Romy M. Cachola

POSTED: 01:30 a.m. HST, Nov 26, 2008

Both Honolulu dailies endorse the airport route for the 20-mile minimum operable segment of the rail project. It is in everyone's best interest to carefully consider the following facts before stepping up to support the route.

» Construction cost. The airport route costs \$220 million more than the Salt Lake Boulevard (SLB) route. We need to avoid the mistakes of other cities and analyze whether funding estimates are what taxpayers can afford. For example, extending Denver's FasTracks, which was estimated in 2002 to cost \$4.7 billion, now costs \$7.9 billion. Denver officials are contemplating raising their sales tax to fund this increase.

» Ridership levels. The Draft Environmental Impact Statement lists 95,310 daily passengers on the train by the year 2030. This means that when the rail line is completed by 2018, ridership and transit-oriented development potential for the airport won't be reached for 12 more years. In comparison, you don't have to wait until 2030 with the SLB route, which would go through the densely populated community of Salt Lake, where there would be a solid ridership from day one.

The estimate of 95,310 daily passengers on the airport route is questionable. There are about 12,500 civilian employees with free parking at Hickam and Pearl Harbor and about 727 state and 15,000 private sector employees at the airport, and more than 7,000 parking stalls at the airport, including the new 1,800-stall parking structure.

These are all disincentives for employees at the airport, Hickam and Pearl Harbor to ride rail.

In comparison, San Francisco International Airport has more than 34,000 workers and higher visitor arrivals than Honolulu, yet SFO has had difficulty reaching a daily projected ridership of only 17,800 on a BART extension. Since the extension opened in 2003, ridership is nowhere near what BART officials had hoped and the route is losing money.

» Operation and maintenance costs. Currently, taxpayers subsidize the TheBus at \$130 million per year. With rail, the O&M cost for both is estimated at more than \$200 million.

When the initial rail segment is built from East Kapolei to Waipahu, who will ride it? This first segment might not relieve traffic since gridlock begins where H-1 and H-2 merge. As you extend the first segment, it will still be "a train to nowhere." With less ridership and farebox revenues, taxpayers will pay more for O&M, which will continue to increase until it reaches downtown.

The above arguments are good reasons to build the first segment from downtown to East Kapolei via SLB; delay the airport route and give the state/city ample time to plan and build a station closer to the passenger terminal; and construct a Waikiki spur.

The advantages of adding a SLB station in Mapunapuna are: 1. the landowner is willing to donate land and help with <http://www.printthis.clickability.com/pt/cpt?action=cpt&title=Salt+Lake+a+better+choice+than+airpor...> 1/14/2009

station construction costs, and 2. there are better opportunities for affordable housing and transit-oriented development.

The debate between Salt Lake Boulevard and the airport should not pit one community against the rest of the island. This is not a popularity contest but a serious pocketbook issue with billions of dollars at stake.

Other than encouraging commuters to leave their cars at home, a successful rail project shouldn't bankrupt taxpayers' pocketbooks. Simply put, the Salt Lake Boulevard route is cheaper and better than the airport.

Romy M. Cachola represents District 7 (including Mapunapuna, Airport, Hickam, Pearl Harbor, Salt Lake and Foster Village) on the Honolulu City Council.

Find this article at:

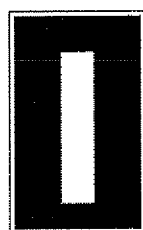
http://www.starbulletin.com/editorials/20081126_Salt_Lake_a_better_choice_than_airport_for_rail_route.html

☐ Check the box to include the list of links referenced in the article.

OPEN FORUM

Salt Lake Route Saves Taxpayers' Money

By Romy M. Cachola



Immediately following the General Election, the Council proposed to change the route of the Honolulu Rail Transit Project from Salt Lake Boulevard to the airport.

The proposal surprised many voters who felt that the change was improper.

The media hinted at a political compromise in the selection of Salt Lake Boulevard for the 20-mile Minimum Operable Segment (MOS) of the rail project. The truth is, for the rail project, leaders in the Salt Lake community and I have not played political games. Instead, we have worked very hard to justify why Salt Lake Boulevard is the better route for the Honolulu Rail Transit Project.

Here are our findings:

Airport

- The rail station is too far away from the passenger terminal, making it a hassle to lug around suitcases. There is also little incentive for visitors to use rail since there is no connection into Waikiki.
- There are over 7 million annual visitors to Hawaii. 71 percent of passenger seats go through Honolulu

International Airport, with the remaining 29 percent going to the neighbor islands.

- Asian visitors, the majority of whom are Japanese, total approximately 2 million. They arrive early in the morning and are taken via buses to briefings or tours before checking in at their hotels in the afternoon.
- Out of 21 major U.S. cities that launched rail systems since the 1970s, only 7 were connected to the airport. Most of the airport spurs were built after the rail systems were launched.

Pearl Harbor/Hickam

- There are approximately 27,000 civilian employees combined at the airport, Pearl Harbor and Hickam with free parking on base.
- Most military personnel live on base or within a short driving distance.

Transit Oriented Development (TOD)/Housing

- The SLB alignment extends through Mapunapuna which encompasses 150 acres and is owned by a single landowner who is willing to donate

(continued on page 6)

OPEN FORUM (CONT.)

from page 3, Salt Lake...)

land and help build a station. Adding a station in Mapunapuna would increase ridership for the SLB alignment and provide greater opportunities for affordable housing and TOD, particularly at:

1. Stadium Mall
2. K-Mart across Stadium Mall
3. Former Costco site
4. Salt Lake Shopping Center
5. Mapunapuna

Operation/Maintenance (O&M) & Construction Costs

- The SLB route is shorter and costs less than the airport route.
- When completed, the initial segment from East Kapolei to Waipahu, will have less ridership and won't relieve traffic gridlock. O&M costs and taxpayer subsidies will be more and will increase until the 20-mile MOS is completed. This will further burden taxpayers' pocketbooks.

Furthermore, we should look at the transit experiences of other cities and hopefully learn from their mistakes.

1. San Francisco's BART was extended to the airport in 2003 with a projected ridership of 17,800. Currently, they are hard pressed to meet projections, despite having 34,000

airport workers and higher visitor arrivals than Honolulu.

2. New York's Metropolitan Transportation Authority has proposed a 23 percent fare hike for the Long Island Rail Road and a 43 percent hike for Long Island Bus fares—a proposal which has angered passengers.
3. Denver's FasTracks transit extension, estimated in 2002 to cost \$4.7 billion, now costs \$7.9 billion. Officials may raise their sales tax to fund this increase.

Based on the above, we should be skeptical of the projected 95,310 riders for the airport route and the estimated \$220 million that will be added to the cost of construction. If the numbers provided in the Draft Environmental Impact Statement don't match, taxpayers will be faced with the following additional funding proposals:

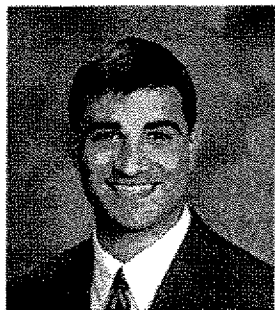
- Extend the half percent GET collection beyond the Year 2022.
- Increase the GET to one percent.
- Borrow money by floating bonds.
- Increase property taxes.
- Raise fares.

We should think first and foremost

of the welfare of our taxpayers and select the route that is less costly and that will attract locals who will ride the rail despite a bad economy.

Leaders and residents of Salt Lake, although upset with the proposed route change immediately after the election and the deletion of \$30 million for SLB widening, have done an outstanding job in defending Salt Lake Boulevard as the better route.

Joseph M. Zobian, M.D.



**Board-certified
ophthalmologist**
U.S. Peace Corps Volunteer,
Philippines
San Marcelino, Zambales
1988 to 1990
Tagalog and Ilokano spoken

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Waipahu, HI 96797

December 16, 2008

Reduce rail burden on O'ahu's taxpayers

By Romy M. Cachola

A recent article in The Honolulu Advertiser reported that general excise tax collections are down compared with last year's totals because of the bad economy and declining visitor arrivals.

Funding for the city's 20-mile minimum operable segment of rail has always been a major concern for me.

The half-percent GET collection for rail for the first 20 months was \$246 million. If averaged out over the 15 years of collection, the total GET would be about \$2.2 billion, which falls short of the overly optimistic \$4.1 billion in GET surcharge revenues estimated in the draft environmental impact statement.

The following are other reasons for concern:

- With GET levels down, there may not be enough funds collected to build the eight-mile first segment from East Kapolei to Waipahu, which I suspect may cost around \$1 billion.
- The airport alignment, if selected instead of Salt Lake Boulevard, would add \$220 million more to the total price tag, plus an additional \$75 million to double-deck the platform and guideway at the Lagoon Drive station, according to the draft EIS.
- According to the president's budget for fiscal year 2007, as stated in the Annual Report on New Starts Proposed Allocation of Funds for Fiscal Year 2007, there are 21 other transportation projects ahead of Honolulu's rail project that have applied for full funding grant agreements.

I stated early on that we can expect one or more of the following proposals if our construction cost estimates are off:

- Extend the half-percent GET collection beyond 2022, the final year of tax collection.
- Increase the GET to 1 percent.
- Borrow money by floating bonds.
- Increase property taxes.

It seems that the administration's plan to fast-track the first segment of the project using collected GET funds is coupled with the notion that once construction begins there will be no stopping. This may explain why the administration is hinting at floating bonds sooner rather than later to make up for the shortage. If we are forced to borrow money, as I suspect we will be, the debt service will be an added strain on taxpayers.

Instead, I strongly suggest, if at all possible, that the city fast-track its application to secure a FFGA with the Federal Transit Administration before starting construction.

The benefits of an FFGA are that it:

- Defines the project scope.

- Establishes a firm date for project completion.
- Provides a mechanism for designating funds for future years.
- Leads to the development of accurate cost estimates.
- Permits the use of state and local funding for early project activities without jeopardizing future federal funding for those activities.

An FFGA will result in better predictability and transparency and hopefully prevent cost overruns and delays of the project. Also, an FFGA will give our taxpayers peace of mind and comfort in knowing that they won't be saddled with the burden of repaying long-term debt through borrowing. We would further save taxpayers' money if the more affordable Salt Lake Boulevard alignment, which has a solid ridership base, is selected.

The City Council and administration need to keep taxpayers' best interests in mind for this multi-billion-dollar project. A successful project is one that will not only encourage commuters to leave their cars at home but also won't bankrupt our taxpayers' pocketbooks.

Romy M. Cachola is the councilman for Council District VII (Salt Lake, Halawa, Mapunapuna). He wrote this commentary for The Advertiser.

Attachment D

Transportation Committee

2.28.08

9 am

Presentation on the Evaluation and Selection Report by the Fixed Guideway Technology & Evaluation Panel.

Councilmember Todd Apo: You mentioned a potential problem with Dillingham and the existing powerlines.

Ron Tober: That's correct.

Apo: So it's integrating an elevated system with existing powerlines?

Tober: I think it can be dealt with. It'll be a challenge for the engineers to come up with a way to do that.

Apo: So has nothing to do with the actual system. It's just a matter of what's there already and how to deal with it?

Tober: Correct.

Apo: the Salt Lake vs. airport route—I've been an advocate to get it back to the airport and Pearl Harbor. One way is to run lines through both of them. The other thing I've thrown out before is to run a line through one side and take a spur to the other side. Given what you've seen from the commercial (airport) and residential (Salt Lake) standpoints, if we look at doing it with a single line and a spur, any opinion on which one would make the most sense?

Tober: Meaning which direction the spur should come from?

Apo: I'm asking whether we should run a line through Salt Lake and take a spur through Pearl Harbor and the airport, or run the line through Pearl Harbor and the airport and take a spur through Salt Lake?

Tober: I think the day-to-day traffic, the potential that you have on Salt Lake, is greater. The airport has times of the day when you have lots of people coming in and when you have some dead periods of time at the airport. That's from my own personal experience. I came in yesterday afternoon at 5 pm and took a 5 pm bus from the airport to the hotel. Very little traffic going on at that point in time. So the daily ridership potential on Salt Lake is probably greater than at the airport. That's based in part on my own experience in running rail transit, which we did in Cleveland. So the spur probably is better taken to the airport. For when you have planes coming in and tourists and workers out there. Probably it's better coming off of the Waikiki-Downtown-Honolulu end of things, rather than the Kapolei end of things.

Apo: Let me throw out a factor that you're not aware of.—the employment factor. If it was just the airport, I'd tend to agree with you pretty easily. But when you throw in the employment factor for Pearl Harbor, which is a major employer in that area, as well as the industrial area around the airport. We'd probably need to show you the numbers. You can do the evaluation. The significant daily peak traffic worker transportation that's needed through there. Would that affect your analysis?

Tober: It probably would. I haven't had many real experiences with Pearl and looking at that area. That very well could be a major factor in terms of where the greatest all-day ridership potential might be. That's something that I'm not aware of right now.

(1:52)

* * *

Attachment E

COMMENTS OF MARK TAYLOR ON DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR HONOLULU RAIL TRANSIT PROJECT December 9, 2008

Thank you for the opportunity to submit comments on the Draft EIS for the Honolulu Rail Transit Project. My name is Mark Taylor. I reside in the Salt Lake neighborhood of Honolulu and served from 1993 to 2007 as an elected member of the Aliamanu-Salt Lake-Foster Village Neighborhood Board.

I have three comments on the Draft EIS.

First, the opening paragraph of section 6.4.2 of the Draft EIS (entitled "Project Cash Flow") states that both the "Salt Lake and Airport Alternatives would be financially feasible." Yet this same paragraph states that the Airport Alternative would require \$1.4 billion in Federal funding, and that the FTA "has not been approached to consider the \$1.4 billion for the Airport Alternative."

Given that there is no indication that Federal funding at the \$1.4 billion level will even be considered by the FTA, how can the Draft EIS state conclusively that the Airport Alternative is "financially feasible"? Unless and until the FTA indicates in writing that it is willing to consider providing \$1.4 billion, the EIS should state that the Airport Alternative has not been shown to be financially feasible. To do otherwise is misleading and invites a fiscally imprudent policy decision on the initial transit alignment.

Second, Table 7-2 of the Draft EIS (entitled "Effectiveness of Alternatives in Improving Corridor Mobility") contains figures that appear questionable, if not incorrect.

- The table indicates that Transit Ridership in 2030 will be only 1% higher for the Airport Alternative than for the Salt Lake Alternative. Yet, it also indicates that Transit User Benefits will be 5% higher for the Airport Alternative than for the Salt Lake Alternative. This significant inconsistency should be either corrected or fully explained.
- The Airport Alternative's purported 5% advantage in Transit User Benefits equates to reduced travel time for all transit users of 800,000 hours per year compared to the Salt Lake Alternative. Yet, the Draft EIS indicates the Airport rail route actually takes longer to traverse than the Salt Lake rail route. In fact, assuming half of projected daily rail trips in 2030 include the portion of the system between Aloha Stadium and Middle Street, the Airport Alternative will increase travel time for rail users by over 500,000 hours per year¹. How can the Airport Alternative *decrease* travel time for *all* transit users by 800,000 hours per year when it *increases* travel time for *rail* transit users by 500,000 hours per year? Again, this significant inconsistency should be either corrected or fully explained.

Third, Table 7-7 of the Draft EIS (entitled "Cost-effectiveness of the Build Alternatives") indicates the Salt Lake Alternative is more cost-effective than the Airport Alternative, but only by a small margin. The figures in this table are derived by dividing the cost of the system under each build alternative by the number of hours of Transit User Benefits it produces. Therefore, if in fact there are any revisions to the Transit User Benefits in Table 7-2 in light of the discrepancies identified above, Table 7-7 should also be revised to reflect the impact on the relative cost-effectiveness of each build alternative.

Thank you again for the opportunity to comment.

¹ 90,000 projected daily trips multiplied by 1/2, multiplied by 2 minutes longer per trip, multiplied by 365 days per year, divided by 60 minutes per hour, equals 547,500 hours.

December 7, 2006

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Council Chair Dela Cruz and Councilmembers,

CITY CLERK

HONOLULU, HAWAII

My name is Mark Taylor and I'm a seven-term member and past chair of the Aliamanu/Salt Lake/Foster Village Neighborhood Board. I grew up in the Salt Lake area, graduated from Moanalua High School and have owned a home in Salt Lake for the past twelve years.

As you've already heard in prior testimony, our Neighborhood Board has voted unanimously in favor of building a Honolulu rail transit system with an alignment that includes Salt Lake Boulevard. I'm here today to help explain why.

The purpose of rail transit is to move people. According to the City and County of Honolulu's online GIS system, there are about 50,000 people residing within a mile and a half of the Salt Lake transit station location proposed in the City Administration's Alternatives Analysis. In the Board's view, it would make no sense to construct a rail transit system that bypasses such a large concentration of potential riders (and Council constituents).

The major perceived drawback of a Salt Lake Boulevard alignment is that it would bypass Honolulu International Airport. However, this is less of a problem than it may appear, for a simple reason: air travelers carry luggage, and therefore are unlikely to use rail transit to go to and from the airport.

Other cities have realized this. In selecting a transit alignment, the Council should be aware that most transit systems built in the U.S. in the past 35 years DO NOT service the local airport. Of the 21 major mass transit and light rail systems launched in U.S. cities since 1970, only 7 connect directly to the airport (see attached table). And for the 7 that do have airport connections, in all cases the airport was not served when the system opened. On average, the airport connection was established 7 years after the system began operation.

In a couple of instances, Los Angeles and San Jose, the transit line runs fairly close to the airport, and there's a shuttle bus service between the closest transit station and the airport terminal. Such a solution could be adopted in Honolulu if the Council were to opt for a Salt Lake Boulevard transit alignment.

In conclusion, I urge the Council to make rail transit available to local taxpayers living in Salt Lake who have to commute back and forth to work every day, rather than to tourists exiting the airport who will wonder "what's that monorail thing?" as they peer out the window of their taxi or rental car.

This concludes my testimony. Mahalo for your attention.

Misc. Com. No. 1707

PH

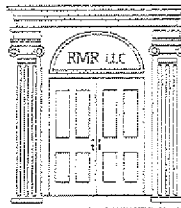
AIRPORT SERVICE PROVIDED BY U.S. RAPID TRANSIT AND LIGHT RAIL SYSTEMS OPENED SINCE 1970*

City	Name	Service Date	Length (miles)	Serves Airport?	Comments
Atlanta	MARTA	1979	46	Yes	Connected to airport in 1988
Baltimore	Metro	1983	15	No	
Baltimore	MTA	1992	30	Yes	Connected to airport in 1997
Buffalo	Metro	1985	8	No	
Charlotte	CATS	2007	21 by 2025	No	Airport will be served by separate BRT
Dallas	DART	1996	45	No	Separate commuter rail line to airport
Denver	RTD	1994	35	No	
Houston	Metro	2004	8	No	
Las Vegas	Las Vegas Monorail	2004	4	No	
Los Angeles	Metro	1993	73	No	Shuttle bus from Metro station to airport
Miami	Metro	1984	22	No	
Minneapolis	Hiawatha Line	2004	12	Yes	Connected to airport in late 2004
Pittsburgh	The T	1987	25	No	
Portland	MAX	1986	44	Yes	Connected to airport in 2001
Sacramento	RT	1987	37	No	
Salt Lake City	TRAX	1999	18	No	
San Diego	MTS Trolley	1981	46	No	
San Francisco	BART	1972	104	Yes	Connected to airport in 2003
San Jose	VTA	1987	42	No	Shuttle bus from VTA station to airport
St. Louis	MetroLink	1993	46	Yes	Connected to airport in 1994
Washington D.C.	Metro	1976	106	Yes	Connected to airport in 1977

*Excludes short (typically less than 3 miles) "heritage streetcar lines", e.g. in Little Rock, Memphis, Tampa

Attachment G

Property Management & Leasing
Pacific Guardian Center - Makai Tower
733 Bishop Street, Suite 1620
Honolulu, HI 96813



tel: (808) 599-5800 fax: (808) 599-5806

Reit Management
& Research LLC
PROPERTY MANAGEMENT
DIVISION

Director Wayne Yoshioka
Department of Transportation Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, HI 96813

May 5, 2008

**Subject: RESOLUTION 08-97 REVISIONS TO THE PUBLIC
INFRASTRUCTURE MAP FOR THE PRIMARY URBAN CENTER
DEVELOPMENT PLAN**

Dear Director Yoshioka,

Our company, Reit Management & Research LLC, is property manager for HRPT Properties Trust ("HRPT") and manages 150 acres of land in the Mapunapuna Industrial area that are owned by companies affiliated with HRPT.

The City Council is currently reviewing revisions to the Public Infrastructure Map for the Primary Urban Center for the Honolulu High Capacity Transit Corridor Project. We are requesting that the PIM amendments include a symbol for a transit station at Mapunapuna.

Mapunapuna is already a major job center, and a transit station would be a significant benefit to the thousands of people who work and do business in and around Mapunapuna. A Mapunapuna transit station could also capture ridership from nearby residential communities in Moanalua, Tripler, and eastern Salt Lake. Furthermore, with its proximity to Downtown and its location along the transit corridor between Kapolei and especially urban Honolulu, Mapunapuna has the potential to be redeveloped to include more usable industrial space and other office/commercial and residential land uses. In short, this area has great Transit Oriented Development (TOD) potential.

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Redevelopment of this area and an additional transit stop at Mapunapuna will significantly enhance transit ridership along this corridor.

Reit Management and HRPT are willing to assist the City and County of Honolulu to help realize the development of a transit stop at Mapunapuna.

We look forward to working with you. Please don't hesitate to contact me at 599-5800.

Mahalo,

A handwritten signature in black ink, appearing to be 'BLL', written in a cursive style.

Bradford Leach
Vice President - Pacific Region
Reit Management & Research LLC

Cc: Council Chair Barbara Marshall and all Councilmembers
Mr. Henry Eng, Director DPP